

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

HO-63

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Patterson Viaduct; Ilchester Bridge

AND/OR COMMON

Patterson Viaduct Remains (Preferred)

2 LOCATION

STREET & NUMBER

Banks of the Patapsco River 400 feet south of B & O
bridge over the Patapsco

CITY, TOWN

Ilchester

X VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE

COUNTY

Howard & Baltimore

CODE

027.005

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER Ruins

4 OWNER OF PROPERTY

NAME

Mr. John W. Hanifin, President

STREET & NUMBER

Chessie System, 2 North Charles St.

CITY, TOWN

Baltimore

VICINITY OF

STATE

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.Howard County Courthouse
Baltimore County Courthouse

STREET & NUMBER

CITY, TOWN

Ellicott City, Towson

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

☐ EXCELLENT☐ GOOD☐ FAIR☐ DETERIORATED☒ RUINS☐ UNEXPOSED

CHECK ONE

☐ UNALTERED☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE☐ MOVED

DATE _____

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The remains of the Patterson Viaduct stand on the east (Baltimore County) and west (Howard County) banks of the Patapsco River just south of the present bridge carrying the Baltimore and Ohio Railroad over the river near Ilchester, Maryland.

A description of the then new Viaduct taken from the 1829 annual report of the Railroad is as follows:

This bridge rises about 43 feet above its foundations. It has four graduated arches - 2 of 55 foot chord each and two of 20 foot chord each. The smaller arches were introduced for the accommodation of two county roadways, one on each side of the river. Each of the roadways is secured against the action of the stream by substantial guardwalls of suitable length and height. Its length is upwards of 360 feet. The stones in the arches, as in the Carrollton and other bridges, are so shaped as to conform to the radii of circles of which the arches are segments. The versed sines of the larger arches are 16 and of the smaller arches 6 feet. The mass[ive] blocks of granite, some of which exceed 7 tons weight, which form the exterior of its walls, are regularly butted and vertically jointed. Its exterior is undressed or rustic. It contains 9601-1/2 perches of masonry. It was commenced in May and passed in the succeeding December. Its cost was \$35,552.85, or \$3.71 a perch.

The Viaduct was almost totally destroyed in the great Patapsco Valley flood of 1868. A single-span Bollman truss built into the west abutment in 1869 incorporated the original roadway arch and upstream wingwall. With the realignment of the railroad 400 feet upstream in 1902-1903, the Bollman bridge was left unused. Today, all that remains at the original crossing is the single masonry roadway arch of the 1829 construction on the west bank and the stone abutment on the east bank.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1829

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Patterson Viaduct (or Ilchester Bridge), built from May to December 1829, was part of the original main line of the Baltimore and Ohio Railroad. It was constructed in the first building phase of the Railroad which extended from Baltimore City to Ellicott's Mills. The Patterson, the third bridge to be built for the B & O, is similar in construction to the Carrollton Viaduct (National Register). Designed by Caspar Wever, it was built under the supervision of John McCartney, one of his assistants. A note from McCartney to Wever dated 17 October 1829 reads as follows:

I will contract to bild the Bridg over the petapsico for forty five thousand dollers and no Less and Run All Risks & yet i am willing to Cary it on in the Same maner that i have comenced and for what Compancation the presidint and directors of the Company Says is Right yet i am of the opinion that it will not cost more than from thirty to thirty five thousand dolls.¹

McCartney received the contract to build the Thomas Viaduct (National Register) as a result of his successful completion of the Patterson contract.

¹From copy in the files of Division of Mechanical and Civil Engineering, Smithsonian Institution.

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Information from files of Division of Mechanical & Civil Engineering,
Smithsonian Institution, Washington D. C., including notes from:
Annual Report of B & O Railroad, 1829.

GPO 892-453

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Patterson Viaduct
Howard & Baltimore Counties

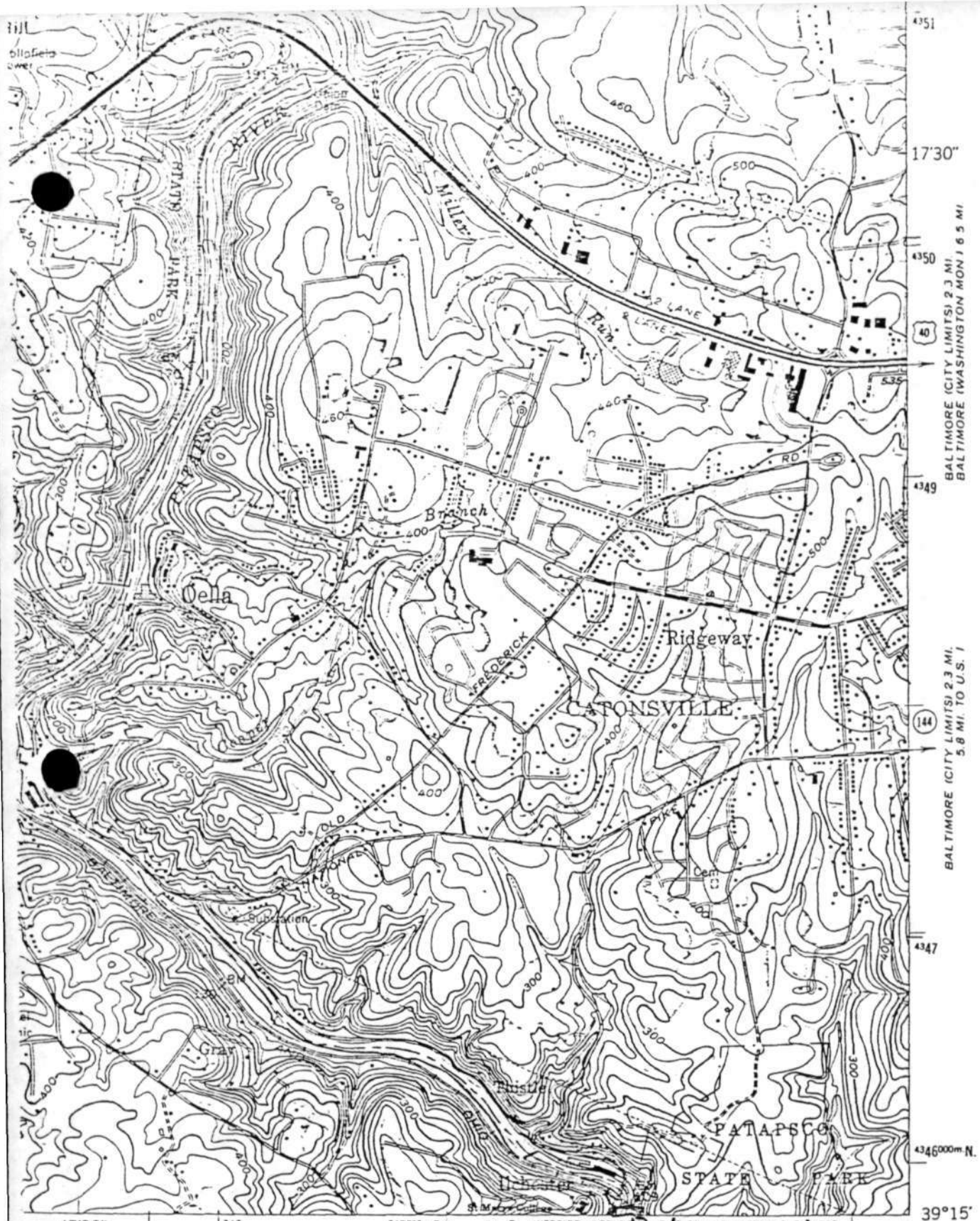
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

#9

Dennis, Olive W. History of the Old Main Line, Baltimore and Ohio
Railroad. 1943.

H0-63



ROAD CLASSIFICATION

- Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt - - - - -
○ Interstate Route ○ U.S. Route ○ State Route

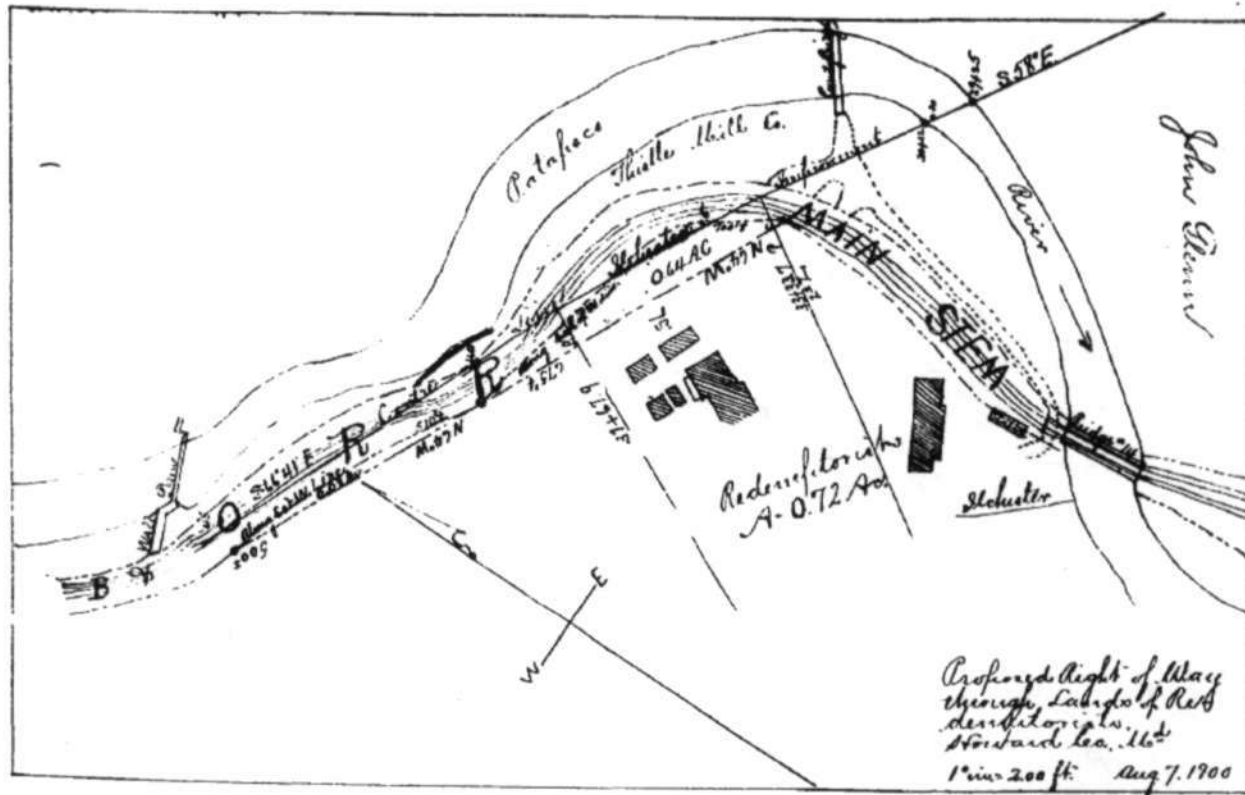


ELLICOTT CITY, MD. 4 d 10
SE/4 ELLICOTT 15' QUADRANGLE
N3915-W7645/7.5

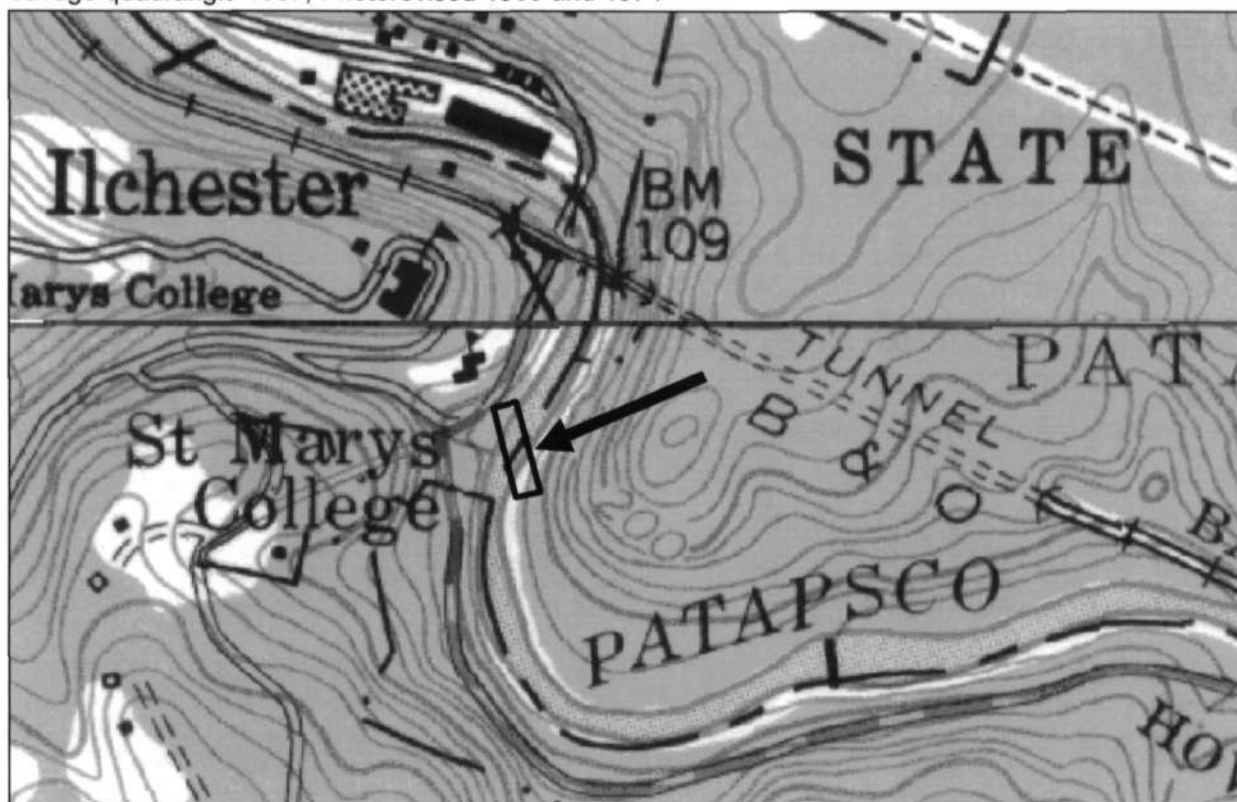
Howard Co.

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Patterson Viaduct Ruins

The Redemptorists to The Baltimore and Ohio Railway, 13 February 1901
Howard County Deed Book 73, p. 230



HO-63/BA-1850
Patterson Viaduct Ruins
Ilchester
Savage quadrangle 1957, Photorevised 1966 and 1974



National Web Map Service 6" Orthophoto Map, c. 2010



HO-63/BA-1850
Patterson Viaduct Ruins

James D. Dilts, *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853* (Stanford, CA: Stanford University Press, 1993), photograph between pages 158 and 159.



This rare photograph (*left*) of the 1829 Patterson Viaduct was taken before 1866, when the two central arches were destroyed in a flood; an 1872 photograph (*bottom*) shows the Bollman truss bridge that replaced them. A track realignment in 1903 left the bridge abandoned, and today all that remains of the original viaduct in this still-bucolic area is a single roadway arch. 1866 photo: Wilgus Collection; 1872 photo: © The B&O Railroad Museum, Inc., Collection.

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Patterson Viaduct Ruins
The Patapsco At Ilchester, 1872



HO-63/BA-1850

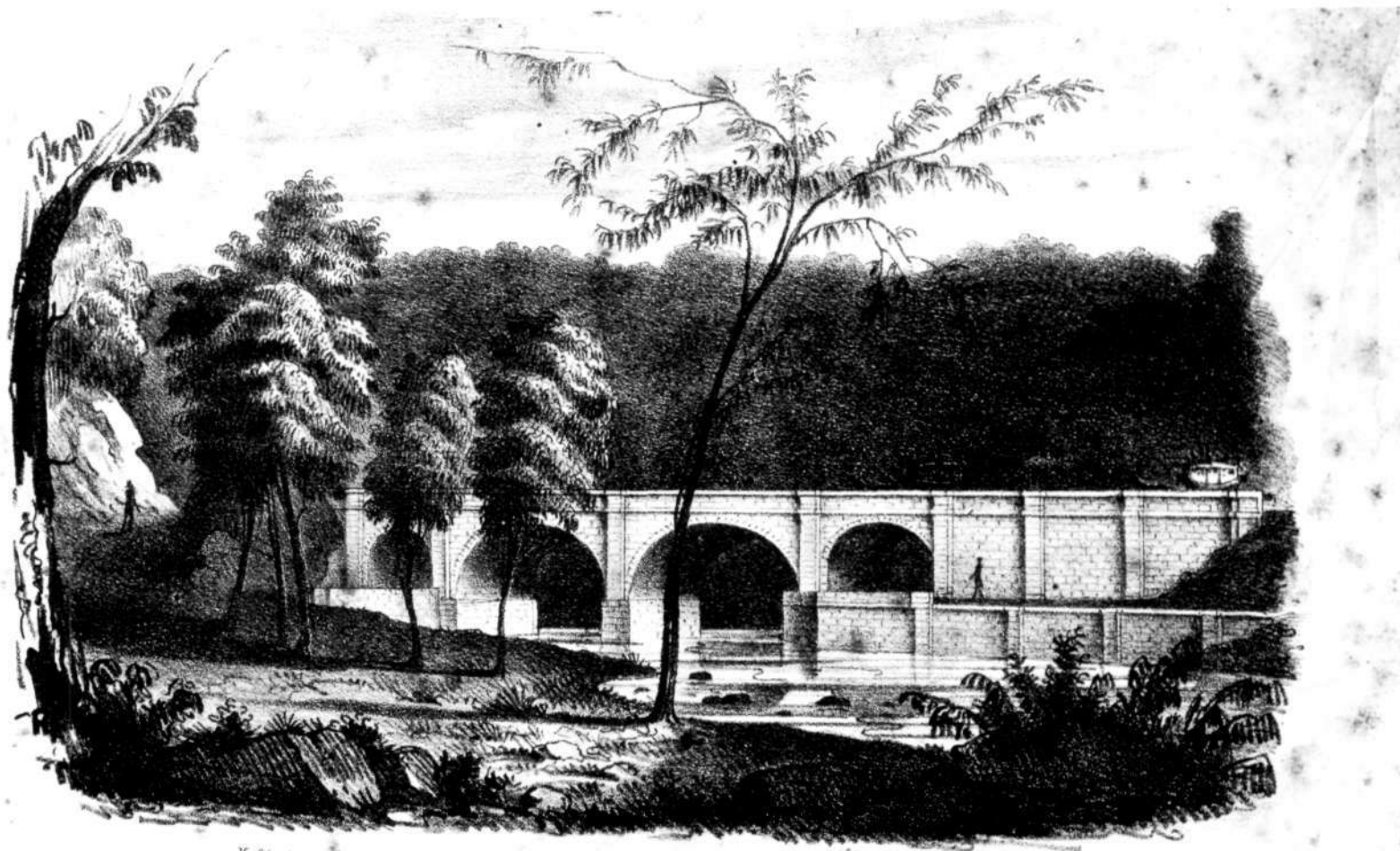
Patterson Viaduct Ruins

Bollman truss and Ilchester from south abutment from before 1900



View from upriver before 1900





M. Swett, inv. et del.

PATTERSON VIADUCT,
BALTO & OHIO R. R.

Lith. & Published by Endicott & Swett, Graphic Hall, Balt.

HO-63 PATTERSON Viaduct
1829-1868

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RIGHTS SHOULD BE GIVEN

THE SMITHSONIAN INSTITUTION
WASHINGTON, D.C.